1965 CHEVROLET

owners guide

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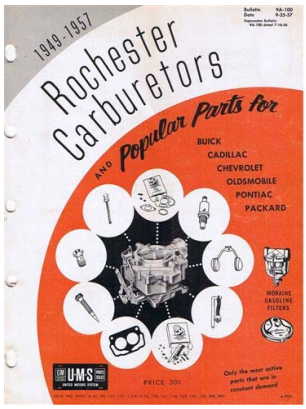

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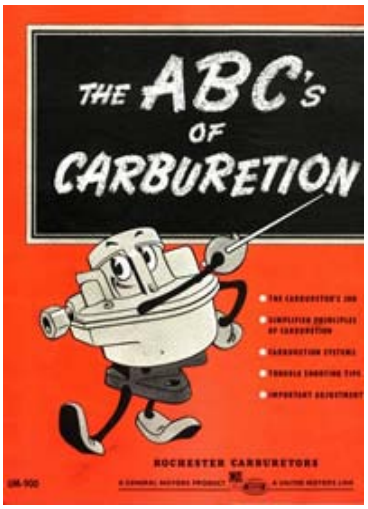

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A WORD FROM CHEVROLET . . .

This Owners Guide contains important information regarding the operation and maintenance of your Chevrolet.

In order to obtain maximum enjoyment and usage from your car, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet dealer has the trained personnel and specialized equipment to properly service your Chevrolet. Have him inspect your car and perform any maintenance or adjustments required.

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48202

SECOND EDITION
NOVEMBER, 1964

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All information contained in this booklet is the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

YOUR CHEVROLET'S FIRST FEW HUNDRED MILES OF DRIVING

Sound design and precision manufacturing methods will permit you to operate your new Chevrolet from its very first mile without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

- It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and, if possible, abrupt stops.

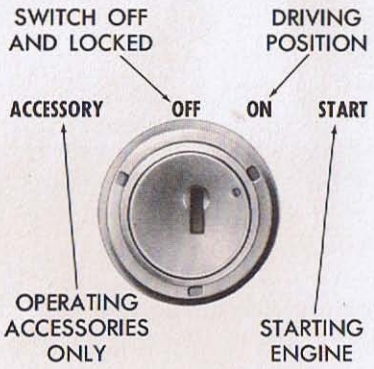
- Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.

- Always drive at a moderate speed until the engine has completely warmed up.

DRIVING FOR ECONOMY

Proper maintenance and wise operation will combine to help you achieve maximum fuel economy with your Chevrolet. Your Authorized Chevrolet Dealer can properly tune and maintain your car but wise operation is your responsibility. Give the car sufficient warm-up time, do not make full throttle starts or needless sudden stops, and drive at reasonable speeds and as steadily as traffic permits to gain the benefits of all the economy built into your Chevrolet.

OPERATING INSTRUCTIONS



IGNITION SWITCH

The ignition switch has four positions as shown. The key may be removed only when the switch is in the OFF position. Use the ACCESSORY position for operating the accessories when the engine is not running.

STARTING THE ENGINE

POWERGLIDE TRANSMISSION – Place selector lever in N or P position. The engine will not start when lever is in any other position.

MANUAL TRANSMISSION – Place gearshift control lever in Neutral and depress clutch pedal to the floor.

- ENGINE COLD—depress accelerator pedal to floor and release. This presets the automatic choke.
- ENGINE HOT—depress the accelerator pedal part way down and hold while starting.
- DURING EXTREMELY COLD WEATHER (0° F. and below)—depress the accelerator pedal part way down and hold while starting.

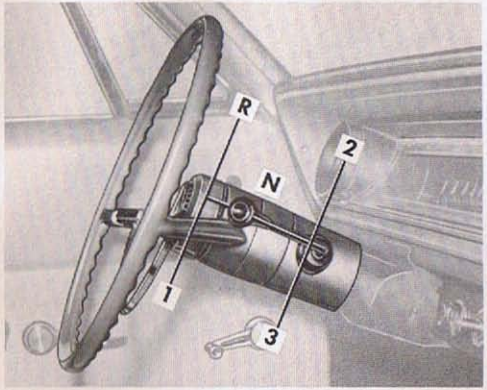
Turn ignition switch to START and release as soon as engine starts.

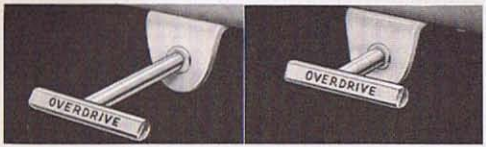
- "FLOODED" ENGINE – Depress accelerator pedal to floor and hold while cranking engine. Never "pump" the accelerator pedal.

WARM-UP

Always let the engine idle for a moment or two after starting and drive at moderate speeds for several miles, especially during cold weather.

CAUTION: Carbon monoxide is a poisonous gas produced by the engine of any car. It is odorless, so you cannot detect its presence. Be safe. Never start or run engine in a closed garage, or park with the windows closed and the engine running.





LOCKED OUT IN OPERATION

DRIVING WITH THE CHEVROLET MANUAL TRANSMISSIONS

The 3-speed manual transmission shift positions follow the standard pattern shown at the left. The 4-speed transmission shift lever, extending from the floor, has its special shift pattern diagram located on the floor plate. Depress the clutch pedal fully before attempting to shift to a different gear, then release the pedal to move in that gear. Shifting into 2nd and 3rd gear as soon as possible will add appreciably to your fuel economy. Always shift into a lower gear, when slowing down, before the car begins to "lug" or labor and also when descending steep hills. Shift into 1st (except with 4-speed) or Reverse gear only after the car has stopped. Always depress and release the clutch pedal fully when shifting.

When a push start is necessary turn off all electrical loads such as heater, radio, and, if possible, lights, turn on the key, depress the clutch, and place the shift lever in 3rd gear. Release the clutch when your speed reaches 10 to 15 miles per hour.

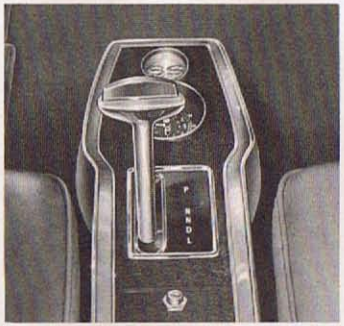
FOUR SPEED TRANSMISSION REVERSE SHIFT – Lift up on the reverse release cable handle just below the shift lever knob when shifting into reverse gear. The shift linkage may be adjusted to allow "short stroke" shift lever operation. See your Chevrolet Dealer.

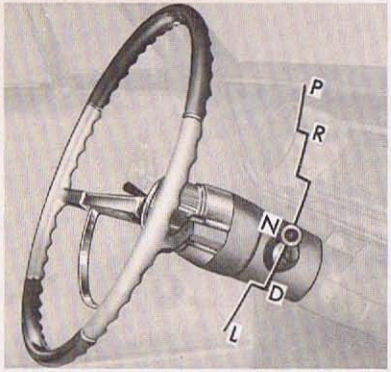
DRIVING WITH THE OVERDRIVE TRANSMISSION

The optional Overdrive transmission provides an automatic 4th, or cruising, gear. With the Overdrive control handle pulled "out," the unit is operating as a standard 3-speed transmission. Push the handle fully "in" at any time to engage the Overdrive. The unit then will operate as follows: At speeds of 30 mph and over, the transmission may be automatically shifted into 4th gear by momentarily releasing the accelerator pedal. Shift back into 3rd gear for fast acceleration by momentarily flooring the accelerator pedal. Below 26 mph the unit will automatically return to standard drive. To lock Overdrive out while moving, floor the accelerator pedal momentarily and, at the same time, pull out the Overdrive handle. For push starts, the handle should be fully "out."

DRIVING WITH THE POWERGLIDE AUTOMATIC TRANSMISSION

The Powerglide transmission is a completely automatic transmission which replaces the standard clutch and transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired and depress the accelerator. The transmission will do the rest. A gradual start with a steady increase of pressure on the accelerator pedal will enable the transmission to shift into the more economical cruising gear in the shortest possible time. Hard acceleration for fast starts will cause the transmission to remain in low gear for a considerably longer period with resultant higher fuel consumption. On the Super-Sport model the Powerglide shift lever is floor mounted as shown at the right. The lever may be shifted freely from N (Neutral) to D (Drive). Press lightly on the shift lever button (located on top of the shift handle) with the palm of your hand as you shift into or out of L (Low) or R (Reverse). Force this button fully down when shifting to and from P (Park). Exercise care in depressing button to prevent unintentional shifts to Park, Low or Reverse.





P—PARK	Use only when car is stopped.	CAR PARKED
-*LIFT-		
R—REVERSE	For backing car—from stop.	NORMAL DRIVING RANGE
-*LIFT-		
N—NEUTRAL	For standing (Brakes Applied).	
D—DRIVE	For Forward Driving. Step hard on accelerator for extra acceleration below 45 mph —V8, 40 mph—6 cyl.	
-*LIFT-		
L—LOW	For hard pulling at low speeds and climbing or descending steep grades. Do not shift to L above 40 mph.	SAND, SNOW, MUD AND STEEP GRADES

*Lifting clears stops that prevent unintentional shifts to Park, Low or Reverse.

Holding Car on an Upgrade

When stopped on an upgrade, maintain your position by applying the brakes. Never hold the car in place by accelerating engine. This could cause damage by overheating the transmission. For the same reason, the engine should never be accelerated in L, D or R with the brakes engaged.

"Rocking" Car

"Rock" the car to free it from mud, sand or snow by accelerating the engine as required and moving the transmission selector lever between D and R positions.

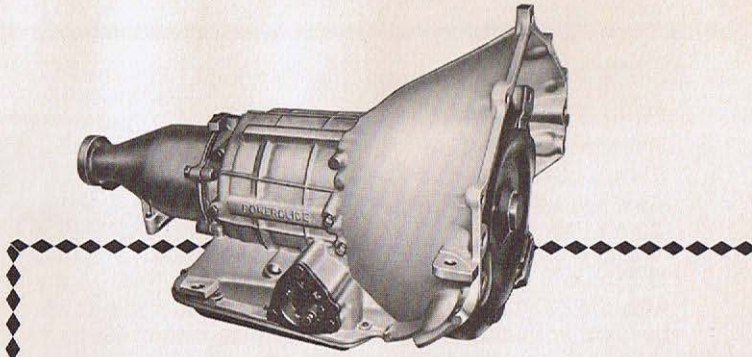
Pushing to Start

Turn off all electrical loads such as radio, heater and, if possible, lights until the engine starts.

With the ignition key turned ON and the transmission in N (neutral), allow the car speed to reach 25 to 30 miles per hour. Then shift the transmission to L (low) position. After the engine starts, the transmission may be operated in the normal manner. Never tow the car to start.

Towing

The car may be towed safely on its rear wheels with



the selector lever in "N" (Neutral) position at speeds of 35 miles per hour or less under most conditions.

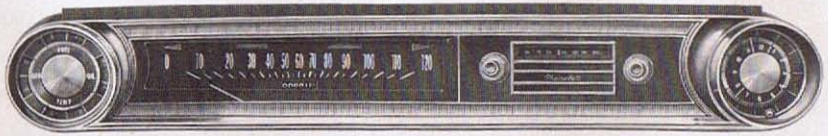
However, the drive shaft must be disconnected or the car towed on its front wheels if 1) Tow speeds in excess of 35 mph are necessary, 2) Car must be towed for extended distances (over 50 miles) or, 3) Transmission is not operating properly. If car is towed on its front wheels, the steering wheel should be secured to maintain a straight ahead position.

Parking Your Car

To be doubly safe, always engage the parking brake and place the transmission selector lever in "Park" position when leaving your car unattended.

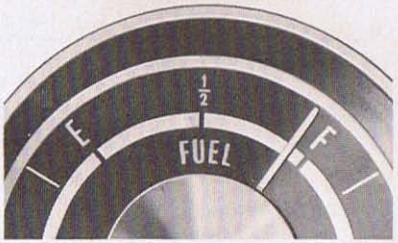
INSTRUMENTS

The instruments, gauges and warning lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The information on this and the following two pages will enable you to more quickly understand and properly interpret these instruments. Familiarize yourself with their location and purpose and make it a practice to scan the instrument cluster as you start the engine, after it starts, and periodically as you drive.



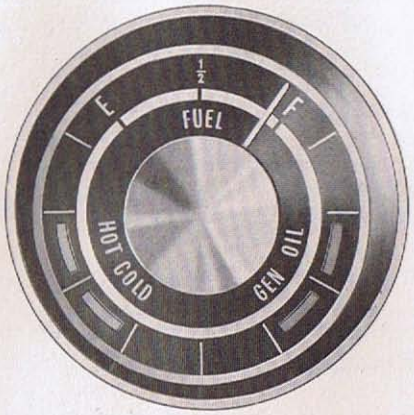
FUEL GAUGE

This electrically operated gauge indicates the level of fuel in the fuel tank. The gauge registers correctly when the ignition switch is in the "on" position. When the ignition switch is turned "off," the needle will not necessarily return to the empty mark but may stop at any point on the dial.



SPEEDOMETER AND ODOMETER

The speedometer indicates the speed of the car in miles per hour. The odometer, or mileage indicator, registers accumulated mileage and is useful for checking trip mileages, maintenance periods and fuel consumption.



ENGINE TEMPERATURE INDICATOR LIGHTS

These indicator lights are provided in the instrument cluster to indicate a normal operating engine temperature and also quickly warn of an overheated engine. With the ignition switch in the START position, both the red (hot) and the green (cold) indicator lights will go on to let you know that they are operating properly.

When the engine is started, the red light will turn off immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the red light should come on, the engine must be stopped until the cause of the overheating is corrected.

The green light will remain on only until the engine reaches its normal operating temperature and will then go out.

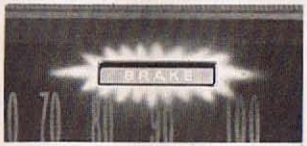
Check these lights frequently as you drive. Engine temperature is normal as long as both the red and green lights are off.

GENERATOR INDICATOR LIGHT

This indicator light provides a quick check on the generating system of your Chevrolet. The red light will be on when the ignition key is in the "on" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine is running, have your Authorized Chevrolet Dealer check the electrical system as soon as possible.

OIL PRESSURE INDICATOR LIGHT

This light will be on when the ignition switch is turned on but before the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds, the engine should be stopped until the cause of the trouble can be located and corrected. Driving the car with low oil pressure can cause serious engine damage.



PARKING BRAKE INDICATOR LIGHT

The parking brake warning light, when installed, will flash (if the ignition key is in the "on" position) whenever the parking brake is applied to warn you to release the parking brake lever before attempting to drive your Chevrolet. Operation of the parking brake is covered on Page 14 of this book.

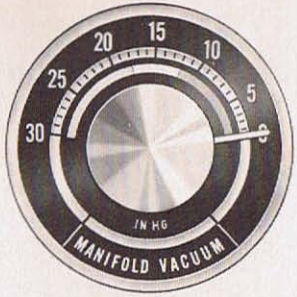
HEADLIGHT BEAM INDICATOR LIGHT

The headlights of your Chevrolet have two sets of beams to provide you with proper night-time visibility during all driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 13). Always "dim" your headlights —switch to "low" beam—when approaching other cars.

SUPER SPORT MODEL INSTRUMENTS AND GAUGES

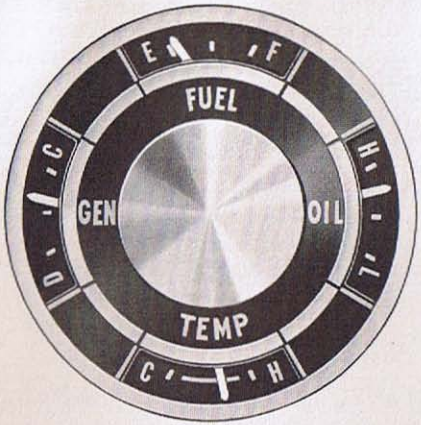
Vacuum Gauge

The vacuum gauge, installed in all Super Sport models not equipped with a tachometer, indicates the engine manifold vacuum reading.



Tachometer

The optional Tachometer, when installed in place of the Vacuum Gauge on Super Sport models, indicates the speed of the engine in revolutions per minute. The yellow area on the face of the tachometer indicates the highest recommended engine rpm. Regular engine operation causing tachometer indications in or above the red area can lead to serious engine damage.



Ammeter

The ammeter shows the rate at which the battery is being charged or discharged. The Delcotron charging system is equipped with a regulator which controls the charge according to battery requirements. When the Delcotron generator is supplying more than the current demand, the ammeter will show the charging rate while a discharge will be shown if the current demand is more than the Delcotron output. With the battery fully charged, the charging rate will be low, thus giving an indication of battery condition.

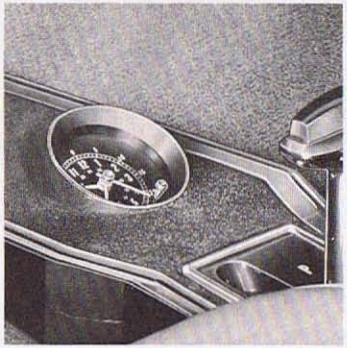
Engine Temperature Gauge

Showing engine coolant temperature, gauge readings will vary with air temperature and operating conditions. Hard driving or prolonged idling in very hot weather may produce above normal readings. The ignition switch must be on for accurate readings.

Oil Pressure Gauge

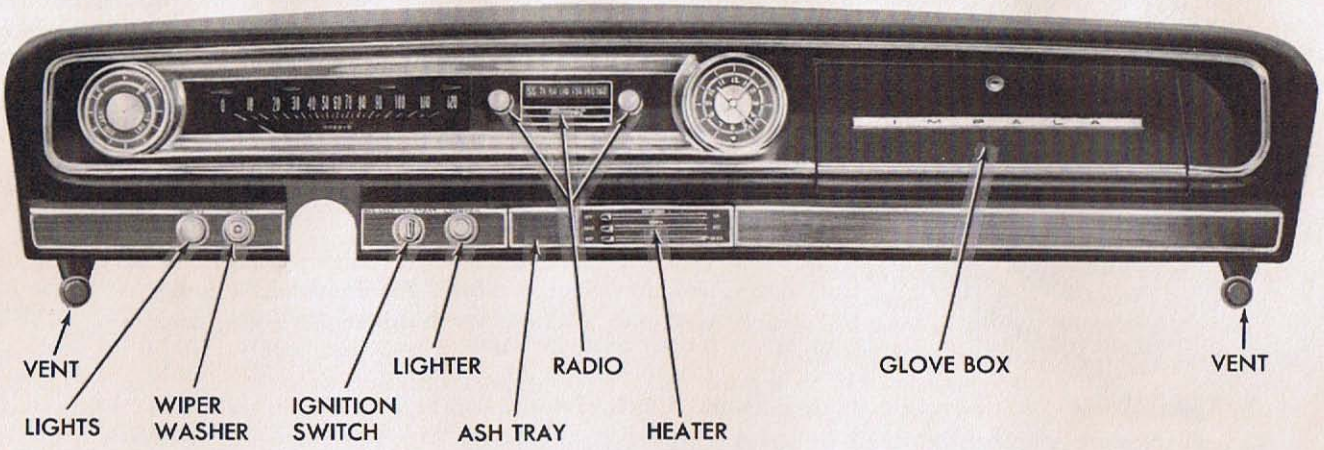
The oil pressure gauge indicates the pressure at which oil is being delivered to the various parts of the engine requiring lubrication. Pressures registered by the gauge may vary according to outside air temperatures or weight of oil being used. Oil pressure of a cold engine being operated at a given speed will be somewhat higher than when the engine is at normal operating temperature at the same speed. Prolonged high speed operation on a hot day at the given speed will result in somewhat lower oil pressure readings.

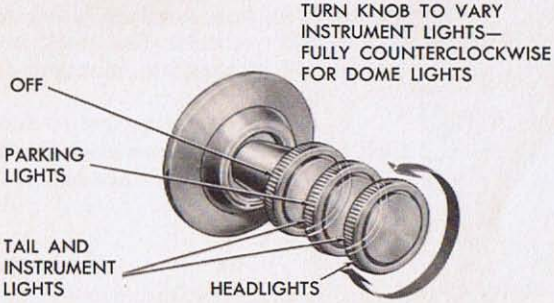
Super Sport Clock



The Super Sport rally-type clock, its face designed for both twelve and twenty-four hour readings, is located on the center console. The clock is also calibrated for accurate minute and second indications.

Setting and adjusting is accomplished in the same manner as for clocks used on other models (See page 22).



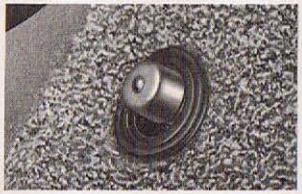


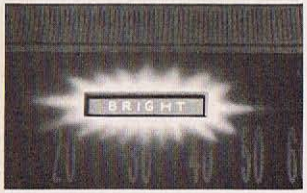
LIGHT SWITCH

The three position light switch controls the headlights, taillights, parking lights, instrument lights and dome lights as shown. The headlight and parking light circuits are protected by a circuit breaker in the light switch. An overload will cause the lights to "flicker" on and off. If this condition exists, have your Chevrolet Dealer check your headlight and parking light wiring immediately.

HEADLIGHT BEAM SWITCH

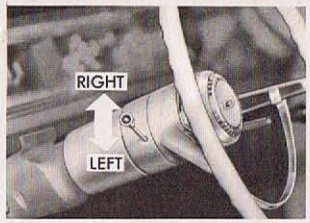
"High" and "low" headlight beams are controlled by the floor button at your left foot. The indicator, located below the speedometer dial, will be lighted when the high beams are in use. Always use "low beam" when approaching other cars.





TURN SIGNAL LEVER

Move the lever up for a right turn and down to indicate a left turn. The instrument panel indicators will flash to indicate the direction of the turn being signaled. When the turn is completed, the lever will return to neutral. In the event of a very wide turn, it may be necessary to turn off the signal manually.



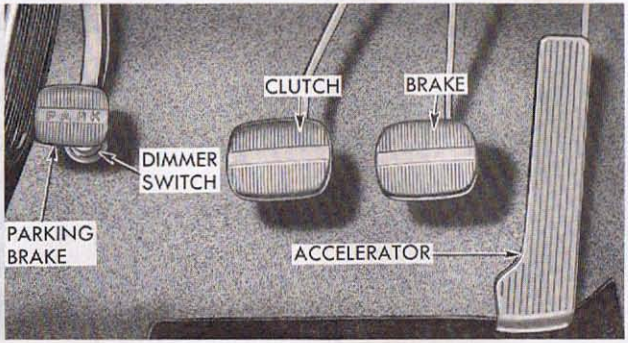
LIGHTING SYSTEM TROUBLE CHECKS

- If the instrument panel lights are inoperative, check both the tail light fuse and the instrument lamp fuse.
- When the turn signal indicator comes on but does not flash, check for burned out turn signal or stop lamp or an improper flasher.
- If the turn signal indicator action is extremely rapid, check for an improper flasher.
- If the turn signal indicator comes on but no clicking is heard, replace the flasher.
- Replace the turn signal indicator bulb if the flasher "clicks" but the turn signal indicator does not come on.
- Use correct flasher (see Page 45).
- If the headlights flicker on and off, see your Authorized Chevrolet Dealer immediately.

BRAKES

Self Adjusting Brakes

Your Chevrolet brakes adjust themselves as necessary whenever a reverse stop is made. Should brake pedal travel become excessive, drive the car backward and forward several times applying the brakes to stop the car. Pedal travel should return to normal after several reverse stops.

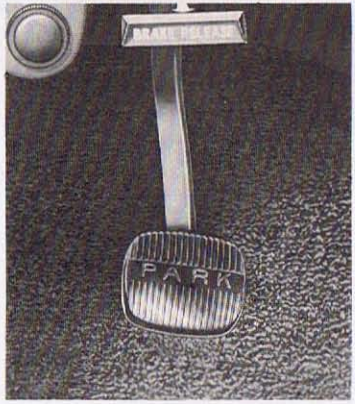


Power Brakes

Optional power brakes make use of engine vacuum to help you bring your car to a stop with much less braking effort than needed with regular brakes.

A built-in vacuum reserve supplies three power assisted stops should the engine stall, after which additional foot pressure will be needed for brake response.

Vehicles equipped with optional metallic brake linings, whether with standard or power brakes, will require somewhat more relative pedal pressure when cold than conventional brake linings. This condition will exist only until the units warm up, several stops at most.



Parking Brake

The foot pedal type parking brake is designed to engage the rear wheel brakes when the pedal is pushed. To release the parking brake, pull the "Brake Release" handle. The pedal returns to normal position after releasing the brake. Page 10 locates and describes the Parking Brake Indicator Light.

CLUTCH ADJUSTMENT

Clutch adjustment should be checked and adjusted periodically as necessary to compensate for clutch facing wear. To check, depress pedal by hand until resistance is felt. Free travel of pedal should be approximately ¾ inch; if very little or no free travel is evident, clutch adjustment is required.

WINDSHIELD WIPER

Turn the control knob clockwise to start the single-speed electric windshield wiper. Turn the knob counter-clockwise to stop the wiper. The optional two-speed electric wiper is operated in a similar manner but has both a "low" and a "high" speed position.

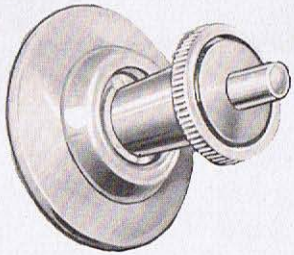
WINDSHIELD WASHER

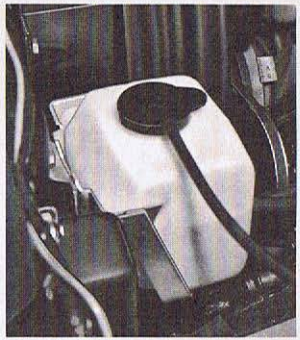
On cars equipped with a windshield washer, the operating button is located in the center of the wiper control knob. Pressing the button will send a measured amount of water or other cleaning agent onto the windshield and will also cause the wiper knob to turn, thus starting the wiper motor. The wiper will then continue to operate until manually turned off at the wiper knob.

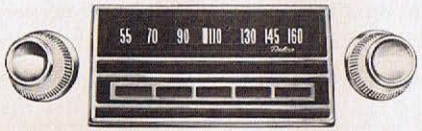
Keep the water container under the hood filled at all times. Avoid operating the washer when jar is empty. G. M. Windshield Washer Solvent added to the water aids in cutting road film and grease from the windshield and is recommended for use at all times except when the temperature falls below freezing.

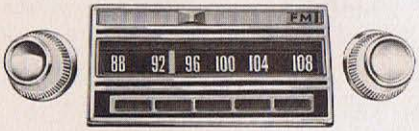
When the temperature falls below freezing, G. M. Windshield Washer Anti-freeze should be used. Even so, before attempting to use the washers during freezing weather, it is best to first prewarm the windshield by means of the heater defrosters.

Fill the washer jar only ¾ full during the winter to allow for expansion if the temperature should fall low enough to freeze the solution.



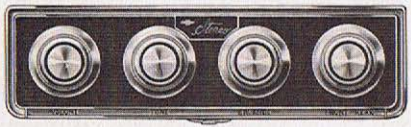






Antenna

For best FM operation the antenna must be extended to a length of 31 inches. For best AM operation the antenna should be fully extended.



CHEVROLET "ALL TRANSISTOR" RADIOS

To operate the radios, the ignition switch must be in "ON" or "ACC" position.

● ● ● AM Radios

The left hand control knob is the "on-off" switch and volume control. At its base is the tone control wing knob. The right hand knob is the manual station selector. With the optional rear seat speaker, a wing knob at the base of the station selector knob allows use of front, rear or both speakers.

Five push buttons allow station selection in the **Push Button radio.** To preset, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button fully "in." Repeat for each push button.

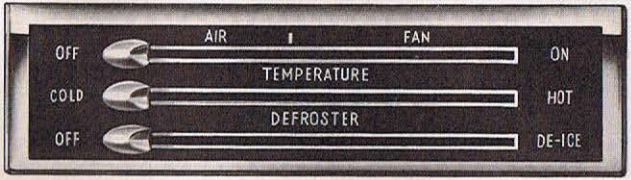
● ● ● AM/FM Radio

This set receives clear static-free FM broadcasts as well as standard AM programs. Move the slide bar to select AM or FM reception. Controls are the same as in Manual and Push Button radios. FM broadcasts may be received as far as 60 miles from the sending station, depending on the power of the station and existing terrain. Push buttons may be set for AM, FM or both.

● ● ● Stereo Multiplex Adapter

The Stereo Multiplex Adapter permits FM stereo reception with the AM/FM radio. Radio controls are used to turn the set on and off and for station selection. Controls on the adapter are **Volume, Tone, Balance** (to balance the volume of the right and left speakers), and **Front-Rear** (to balance the front and rear speakers). For most pleasing stereo effect the speakers are criss-crossed, with the left front and right rear speakers reproducing the left channel and the opposite speakers reproducing the right channel. The indicator light on the adapter will be on when the radio is tuned to an FM stereo station. Most broadcasts on such stations will be in stereo.

HEATER



Push the AIR-FAN lever to the right to "AIR" to allow outside air to pass through the heater Further movement of the lever operates the low, medium and high speeds of the fan.

Adjust TEMP lever as required to give the desired degree of heat. Full right position provides maximum heat.

Move the DEF lever to the right when windshield defrosting is needed. Full right position diverts the entire air flow to the defroster. Vary TEMP lever as required.

Heater Operating Tips

The Chevrolet heater draws outside air from the air inlet in front of the windshield. Always brush snow from this inlet before operating the heater.

Keep all windows and vents closed to eliminate dust, road and wind noise and uncomfortable drafts.

Operate the heater for several minutes before turning on the defroster.

For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speed for quick warm-up and during extremely low temperatures.

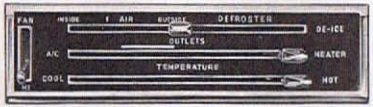
For adequate rear seat heating the area beneath the front seat must not be blocked by carpeting, rags, paper or other material.

For additional summer ventilation move the DEF and AIR levers to fully open and operate the fan as desired.

FOUR SEASON AIR CONDITIONING

Optional Four Season Air Conditioning blends heating and cooling units into a single system to provide complete comfort control during any season of the year.

Heating



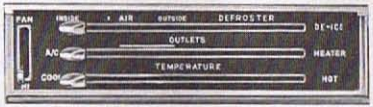
For maximum heat, move the lower two knobs fully right (the upper knob will move automatically to OUTSIDE air position) and push the FAN switch fully down. Heated air will flow through the heater floor distributor outlet.

Vary the heater output to satisfy your comfort requirements by moving the FAN switch and the TEMPERATURE knob as required.

To defrost, operate the heater as described above, but with the upper knob moved fully right to divert the entire airflow to the defroster outlets. Moving the knob back toward the left will split the airflow between the defroster outlets and the floor distributor outlet in proportion to the movement of the knob.

See the heating tips on page 17.

Cooling



For maximum cooling capacity when first turning on the system and during periods of extreme heat and humidity, move all three knobs fully left and push the FAN switch fully down. Cooled, recirculated air flow will enter the car through the adjustable instrument panel outlets.

During periods of less severe heat and humidity, the upper knob may be set on the vertical mark to the left of the word AIR to blend in a portion of outside air.

During more temperate weather conditions, move the upper knob to the word OUTSIDE for full outside air.

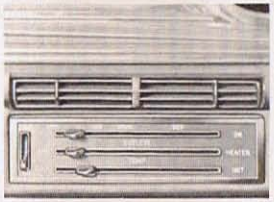
Vary the FAN switch (which must be turned "on" during cooling operations) and the TEMPERATURE knob as necessary to satisfy your comfort requirements.

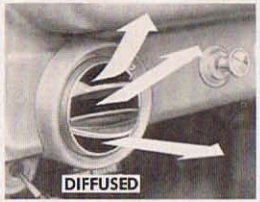
It is possible, to set the TEMPERATURE knob high enough to provide warmed air through the dash outlets.

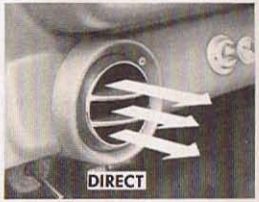
Bi-Level Operation

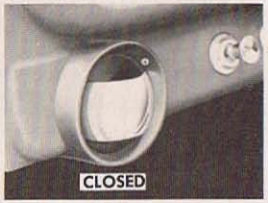
During marginal weather conditions, set the control knobs as shown to supply heated air at the floor and cooler air at the dash outlets. Vary temperature control and fan speed as desired.

Four Season System Conditioned Air Outlets





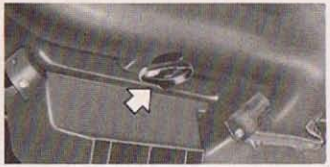




The barrel type center outlet may be turned to direct air flow up, down, straight out or shut off completely.

The ball type outlets at the ends of the instrument panel may be rotated to supply either a direct or a diffused air flow and may be positioned to provide a complete shutoff.

For additional conditioned airflow to the floor, open the swivel cover on the bottom of the conditioner air duct as shown at the right.



CUSTOM AIR CONDITIONING SYSTEM

To operate the Custom Air Conditioning System:

- Turn the FAN knob to control the three-speed blower as desired.
- The TEMP-COOL knob may be regulated to provide the degree of cooling desired. Fully clockwise provides maximum cooling.

AIR-CONDITIONER OPERATING TIPS

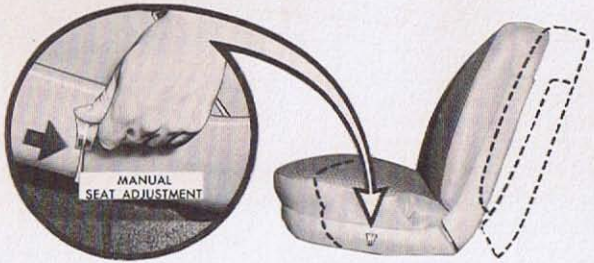
Close all windows and vents when operating the system except for the first few minutes of operation when the car interior is very hot. Close the windows as soon as the excessively heated air has escaped.

For most efficient cooling when driving at elevations of 4000 feet or more, move the TEMPERATURE knob on the Four Season System about ¼" to the right of the maximum cold position. On the Custom System, turn the TEMP-COOL knob slightly counterclockwise.

SEATS

The front seat of all Chevrolet models may be quickly and easily adjusted forward or rearward to provide maximum driving comfort. (Your Authorized Chevrolet Dealer can make additional adjustments to further tailor the seat to your particular comfort requirements.) The optional electrically operated front seats provide for raising and lowering the entire front seat and tilting it fore and aft.

Manually Operated Front Seats



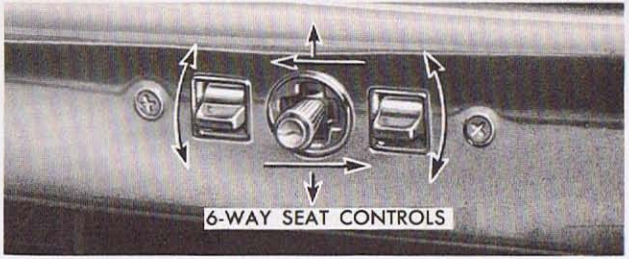
Press backward on the seat adjuster lever, located on the driver's side of the front seat, to unlock the seat and allow adjustment to the front or rear. As the seat slides forward, it tilts also to provide best posture and increased driving ease. Release the lever to lock the seat in the desired position.

Power Operated Front Seats

The six-way electrically operated front seat combines the operation of three separate switches to move the seat into almost any desired position.

The three controls operate as follows:

- The center toggle switch is used to move the seat forward, rearward, up or down.
- The front switch tilts the front of the seat up and down.
- The rear switch tilts the rear of the seat up and down.



KEYS, DOORS AND LOCKS

The octagonal-end key operates the ignition switch, front door locks and all station wagon tailgates of your Chevrolet.

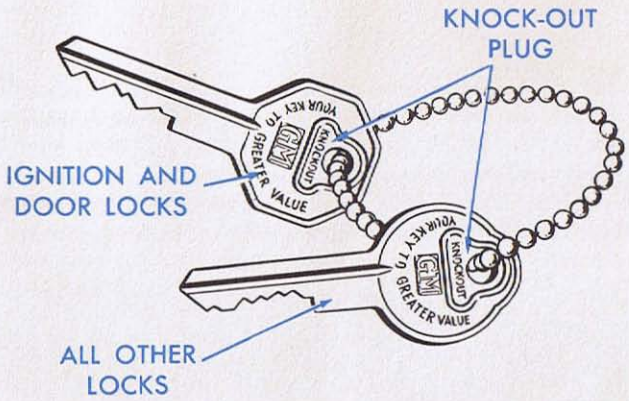
The round-end key operates the locks for the glove box, seat divider compartment on Super Sport models, trunk and, on two seat station wagons, the optional luggage space lid lock.

Each key has a removable knockout plug on which is stamped its serial number. Record this number so that you may have duplicate keys made in the event that the originals are lost. After recording the number of each key, it is recommended that you remove the knockout plug, using a hammer and punch, and discard it so that your key cannot be duplicated by anyone else.

Door Locks

Chevrolet door locks are designed for passenger safety as well as to assure the security of your car and your possessions. Always keep the doors locked when driving as well as when leaving the car unattended.

To lock each door from the outside, depress the inside locking button, hold the outside door handle opening button fully down and firmly close the door. Lock doors from inside by depressing the locking buttons located on the window sills.



Unlock the doors from outside by means of the ignition key (front only) or from inside by lifting up on the inside locking button.

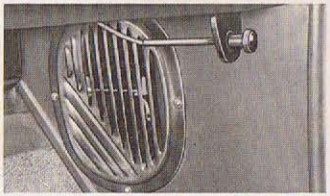
The front doors, whether locked or unlocked, may be opened from inside by lifting the inside door release handle.

The rear door release handles are inoperative whenever the inside locking button is depressed. This button must be lifted before the rear doors can be opened from either inside or outside. (This feature is of particular value if young children ride in the back seat.)

AIR VENTS

The air vents in each kick panel admit air from the vent grille just ahead of the windshield. Control knobs shown below open and close the vents.

Four Season Air Conditioning equipped cars have no control knob for the right hand vent since the vent is a part of the air conditioning system.



CLOCK

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is three minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.

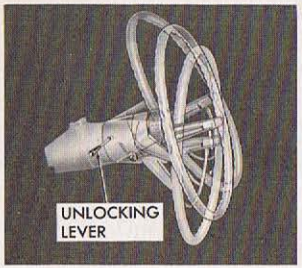
ASH TRAY AND CIGARETTE LIGHTER

Pull on the lower edge of the ashtray to open. To remove the tray, pull fully out and then toward the right. To install, insert tray in opening and push back into place. On cars so equipped, push in on the cigarette lighter to operate. When heated ready for use, it will "snap" back into normal position.

COMFORT TILT STEERING WHEEL

Lift the control lever of the optional Comfort Tilt seven position steering wheel to move the wheel up, thus allowing you greater ease of entry and exit.

Adjust the wheel for maximum comfort by holding the control lever up while moving the wheel to the desired position, and then releasing the lever to lock the wheel.



Vary the wheel position frequently during long drives. You'll finish your trip less fatigued and more alert.

FEATURES

GLOVE BOX

The glove box is locked and unlocked with the round key. When open, the door forms a small table for cups or glasses.

POWER STEERING

The optional Chevrolet Power Steering system supplies about 80% of the effort needed to turn the front wheels. Should the engine stop, your Chevrolet may still be steered safely, but with somewhat greater effort.

POWER WINDOWS

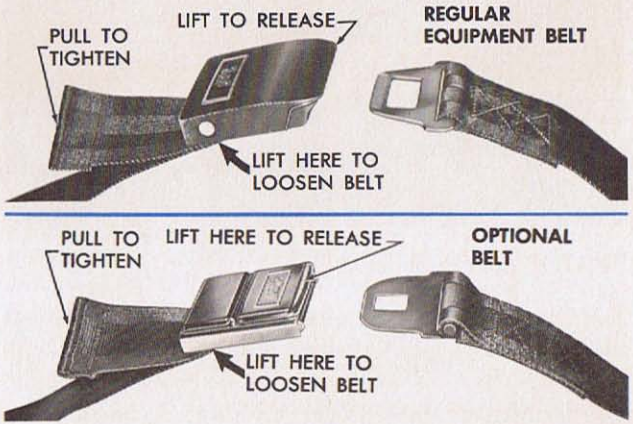
An electrical switch operates each side window if your Chevrolet is equipped with the optional power operated windows. The driver's master switch controls all side windows in the car.

CHEVROLET SEAT BELTS

Fasten your seat belt by pushing the metal catch into the buckle until it "snaps" into place. Tighten the belt until comfortably snug by pulling on the loose end extending from the buckle. *Do not wear the belt loosely.* Loosen by turning the entire buckle outward. Lift up the buckle lever to unlatch and release the belt. *Never buckle an individual seat belt around more than one person.*

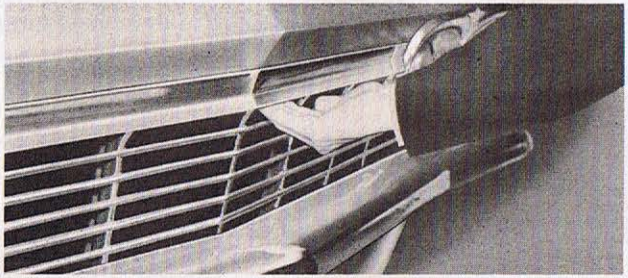
It is recommended that seat belt retractors be used on the outboard belt half only. When buckling the belt be sure it is fully extended *so there is no webbing wound around the retractor drum,* then adjust for proper fit at the buckle.

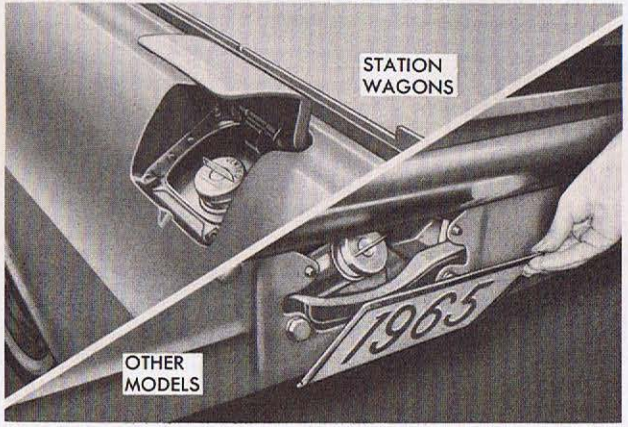
Clean belts when necessary, without removing from the car, with a stiff bristle brush using a detergent recommended for nylon. *Never bleach or dye seat belts.*



HOOD RELEASE

Lift the hood release to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment. A hard slam should not be necessary.



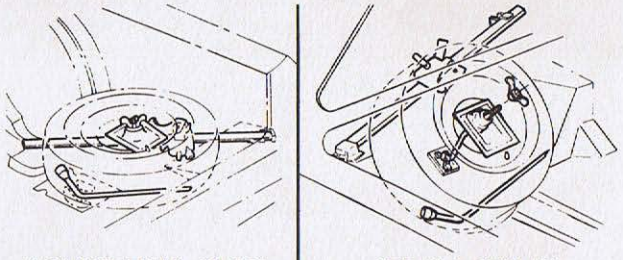


GAS CAP

The gas cap is located in the left rear fender in all 1965 Chevrolet station wagons and behind the license plate in all other models. Station Wagon models make use of an anti-surge, vented gas cap. All other models use a non-vented gas cap. If the gas cap is lost, see your Authorized Chevrolet Dealer for a replacement.

REAR COMPARTMENT

Unlock and open the counterbalanced trunk lid with the round key. Close the lid firmly to close the lock. The spare tire and auto jack are located in the trunk. The illustrations show proper jack and tire storage.



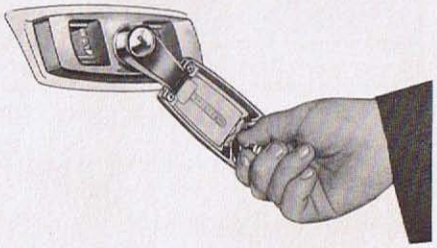
CONVERTIBLE ONLY

SEDAN STYLES

LOWERING THE TAILGATE

Before opening the tailgate it is necessary to *fully* lower the tailgate window. When driving with the tailgate window open, the cowl vents should be open and the front window vents should be closed to avoid drawing dust and other contaminants into the car through the tailgate opening.

Manually Operated Tailgate Window



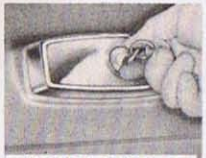
Unlock the tailgate using the ignition key, then lower the window by pulling out the window regulator handle at the end indicated by the arrows and turning the handle counterclockwise. Rotate handle clockwise to a horizontal position and snap into place.

Raise the window by pulling out the window regulator handle at the end indicated by the arrows and turning the handle clockwise. Rotate handle counterclockwise and snap into place.

To open the tailgate, lower the window all the way down, lift the release handle located on the inside just below the window and pull the tailgate open.

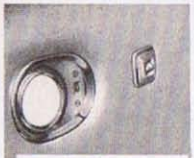
To close the tailgate lift into position and slam firmly.

Electrically Operated Tailgate Window



OUTSIDE TAILGATE SWITCH

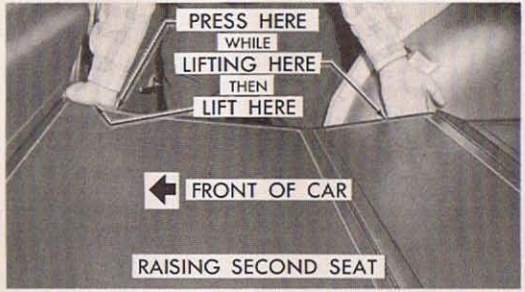
DASH PANEL SWITCH



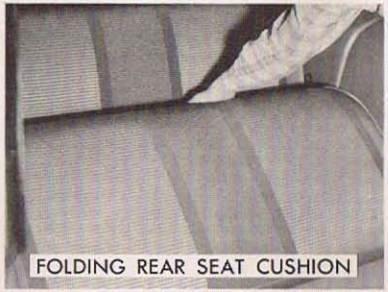
REAR TRIM PAD SWITCH

Operate the electric tailgate window (standard equipment on all three-seat station wagons—optional on all others) by means of one of the switches pictured. Use the ignition key to operate the window from outside. The rear trim pad switch (three-seat station wagon only) operates only to lower the window. If you wish, your Chevrolet dealer can adjust the switch so that it may be used to raise the window as well. Open the tailgate by rolling the window *fully* down and lifting the release handle inside the tailgate.

ALL MODELS—SECOND SEAT



THIRD SEAT STYLE



OPERATING THE FOLDING SEATS

The rear seats of your Station Wagon may be quickly and easily converted into cargo space when needed.

Two-Seat Style Rear Seat

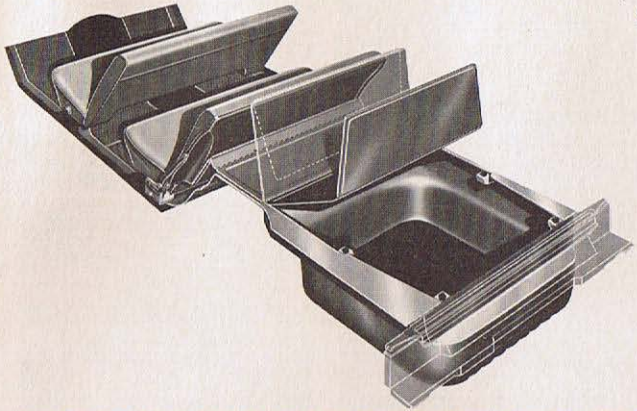
- Release the locking lever on the right hand side of the rear seatback.
- Pull seatback forward and down.
- To raise the seat, lean on the front edge of the seatback panel to remove tension from the filler panel, lift up the filler panel at the location shown above, then lift seat back up and rearward until it locks into place.
- Operate both sections of the optional two-section second seat in the same manner.

Three-Seat Style Seats

CENTER SEAT—Operate the center seat in the same manner as the rear seat in the two-seat styles.

REAR SEAT—

- Open the tail gate.
- Grasp the rear of the seat cushion and rotate it over and back, forming the rear of the cargo space.
- Pull the seatback support link rearward and pull the seatback rearward and down to complete the floor of the cargo space. Reverse the procedure to raise the seat.

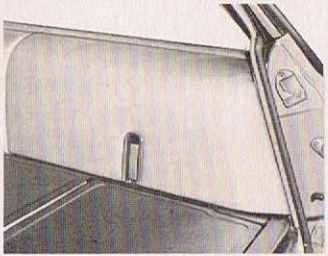


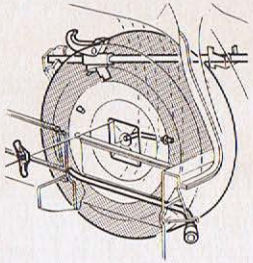
STATION WAGON CONCEALED LUGGAGE SPACE

- Use the round key to lock and unlock the two-seat station wagon luggage space lid lock.
- In two seat styles the two-piece luggage space cover may be folded toward the front of the car to expose the rear half of the concealed luggage space or may be folded completely forward to open the entire space and allow you to carry higher, bulkier objects.
- In three seat models, the stowage space is located beneath the third seat and is completely concealed when the seat is folded down.

STATION WAGON SPARE TIRE AND JACK STORAGE

The spare tire and jacking equipment are stowed behind a removable panel in the right rear quarter panel. The panel is held in place by means of a toggle latch. After loosening the latch, the panel may be removed from the car. The tire is held in place by the large wing nut and the jacking equipment is securely held behind the tire.





SUPER-LIFT AIR ADJUSTABLE SHOCK ABSORBERS

Optional Super-Lift Air Adjustable Shock Absorbers allow you to ride with the trunk or load space of your car or station wagon fully loaded but with no annoying sag or bumps. Air is added to the rear shocks as needed through the air valve located as shown in the illustrations to the right. A minimum pressure of 10-15 psi. should be maintained at all times. After the car is loaded, pressure may be increased until the rear of the vehicle reaches the desired riding height or to a maximum of 90 psi.

Automatic Level Control—Super-Lift Air Adjustable Shock Absorbers equipped with Automatic Level Control adjust automatically for changes in rear height requirements. No manual adjustments are necessary.

CONVERTIBLE

Except for the folding top, the convertible model is operated in the same manner as other Chevrolet Passenger Cars. Before lowering the folding top or opening the tempered glass rear window, make sure that the folding top well is completely empty and that no articles bulky enough to contact the bottom of the well are lying beneath it on the trunk shelf panel. Also, remember not to throw or drop heavy articles on top of the opened window. Consult your booklet "Operation and Care of Folding Top."

CLEANING YOUR CHEVROLET

EXTERIOR APPEARANCE

Your Chevrolet is finished with General Motors "Magic-Mirror" acrylic lacquer. This is a finish of maximum beauty which, in depth of color, gloss retention and durability is superior to conventional lacquer finishes.

Washing Your Chevrolet

The best way to preserve the finish and maintain original beauty of appearance is to keep it clean. Wash the car in lukewarm or cold water. Never use strong soap or chemical detergents. Cleaning agents should be quickly flushed from the surfaces.

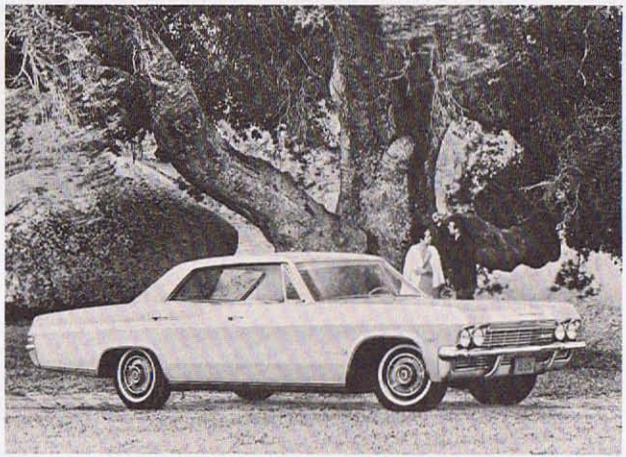
Polishing and Waxing Your Chevrolet

Although acrylic paint on your car is durable, you may wish to wax or polish for added protection. Your Chevrolet Dealer offers many polishes and waxes now available which have proven of real value in maintaining a good paint finish. When using a tar and road oil remover, be certain it is safe for use on acrylic painted surfaces.

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, G. M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary. Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum.

A coating of wax, rubbed to a high polish, is recommended for all bright metal parts.



Cleaning White Sidewall Tires

Use a tire cleaner which will not harm aluminum trim. A stiff brush may be used with the cleaner to remove road grime and dirt from white sidewall tires.

Cleaning the Optional Impala Vinyl Top

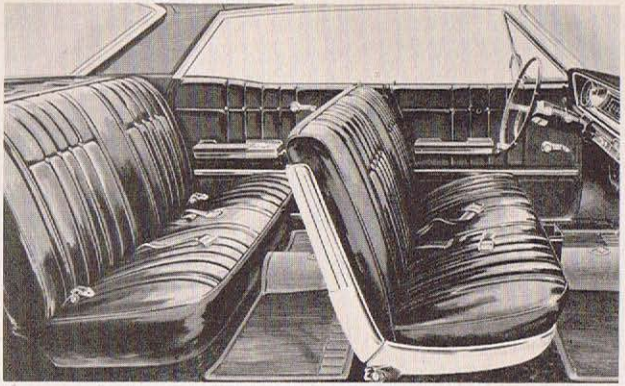
The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse the whole top with water; then apply a mild foaming type cleanser on an area of approximately two square feet. Scrub area with a small soft bristle hand brush, adding water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. Care must be exercised to keep the cleanser from running onto body finish as it may cause streaks if allowed to run down and dry. After the entire top has been cleaned, rinse generously with clear water to remove all traces of cleanser. Do not use volatile cleaners or household bleaching agents on the top material.

INTERIOR APPEARANCE

A few suggestions for cleaning the interior of your car . . .

- Use Leather Cleaner to clean imitation leather, vinyl or coated trim fabric on seats or door panels.
- Kar Kleen Upholstery Cleaner or Kar Kleen Upholstery Spot Cleaner will remove most stains.
- Use of a volatile cleaner is recommended for oil, grease, and road grime stains.
- Caution should be exercised when using soap and other solutions.



MAINTENANCE AND LUBRICATION

GASOLINE AND ENGINE OIL

In the selection of gasoline and engine oil to be used, it is best to consider the reputation of the refiner or marketer. This is the best means of obtaining gasoline and oil of high quality.

Gasoline

All Chevrolet 6 cylinder engines and V-8 engines with two-barrel carburetors are designed to operate efficiently on regular grade gasolines commonly sold in the United States and Canada.

All Chevrolet higher performance V-8 engines are designed to operate efficiently on premium grade gasolines commonly sold in the United States and Canada. Use of regular grade gasolines in these higher performance V-8 engines may result in excessive knocking.

Since the octane quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, excessive knocking may result, even though you are using the grade of gasoline recommended for your engine. If excessive knocking occurs in your engine, it may be necessary to use the next higher grade of gasoline, and if knocking continues, consult your Authorized Chevrolet Dealer.

If you plan to operate your Chevrolet outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in octane quality that excessive knocking and serious engine trouble may result from their use. To minimize this possibility, write to Chevrolet Motor Division, General Motors Corporation, Service Operations Department, Detroit, Michigan 48202 giving: Your engine serial number (see page 45), the compression ratio of your engine (see page 46) and the country or countries in which you plan to travel. You will be furnished details of adjustments or modifications which should be made to your engine by your Chevrolet dealer prior to your departure. After arriving in a foreign country, contact the nearest authorized General Motors dealer for brand names of the best fuels available and advice as to where they may be purchased.

In all cases excessive knocking should be avoided as much as possible in order to prevent possible engine damage. Operation of your car under conditions of continuous or excessive knocking constitutes misuse of the engine for which the Chevrolet Division is not responsible under the terms of the manufacturer's New Vehicle Warranty.

OIL VISCOSITY AND QUALITY

The use of high quality oil of the correct viscosity is your best assurance of continued reliability and performance from your engine.

It is recommended that you use an oil which, according to the label on the can is:

(1) intended for service MS and

(2) passes car makers' tests or meets General Motors Standard GM 4745-M.

Oils conforming to these types contain detergent additives.

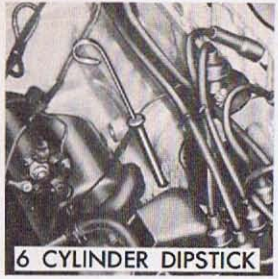
Lowest Anticipated Temperature During Time Oil Will be in the Crankcase	Single Viscosity Oils	Multi-Viscosity Oils
32° F.	SAE 20 or 20W	SAE 10W-30
0° F.	SAE 10W	SAE 10W-30
Below 0° F.	SAE 5W	SAE 5W-20

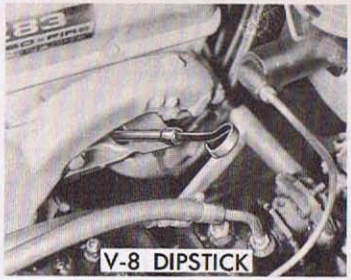
NOTE 1: SAE 30 or 10W-30 is recommended when most of the driving is at high speeds and/or at temperatures above 90° F.

NOTE 2: SAE 5W-30 oils may be used during periods when temperatures of 32° and below are to be expected.

OIL LEVEL

Regardless of the change interval being followed check the oil level (with the engine hot) on the dipstick regularly. Keep oil level between the FULL and ADD marks, by adding oil when level is at or below the ADD mark. It is not necessary to keep the level at the FULL mark. DO NOT OVERFILL.


6 CYLINDER DIPSTICK


V-8 DIPSTICK

COOLING SYSTEM CARE

Your Chevrolet engine cooling system is equipped with a 180° thermostat and is designed to operate on permanent type (ethylene glycol) anti-freeze. Non-Permanent type coolants are not recommended since they are not satisfactory for year around use and may not effectively inhibit corrosion of the engine cooling system when used with the quality of water found in some areas.

If the anti-freeze was installed at the factory or if it meets the requirements of General Motors Standard GM 1899-M which contains adequate corrosion protection, it may be left in the cooling system for 24 months or 24,000 miles, whichever occurs first.

Check the coolant level regularly. Level should be 1" below top of filler neck when cold. Add water or permanent anti-freeze as required to maintain proper level. Concentration of coolant should be to 0° F. or below to insure sufficient corrosion protection.

Each fall have your Chevrolet dealer inspect the cooling system to insure that all connections are leakproof and anti-freeze content will provide adequate protection in cold weather.

The standard radiator cap is a 13 lb. pressure type. Air conditioned vehicles are equipped with a 15 lb. pressure type cap to provide added protection. The radiator cap must be installed tightly.

- To remove the cap: turn a quarter of a turn to allow the pressure in the cooling system to escape safely, then turn the cap all the way off.

CAUTION: After a long hard drive or after driving during extremely hot weather, never attempt to remove the radiator cap until the engine has been stopped and allowed to cool for several minutes. Then carefully remove the cap as described above.

To Completely drain the cooling system:

- All models—open drain cock on bottom of radiator.
- 6-Cyl. engine—remove drain plug on left rear side of block.
- 8-Cyl. engine—remove drain plugs on each side of block above oil pan.

BATTERY CARE

Check the fluid level in each cell of your battery regularly. Keep filled with distilled water to the bottom of the split ring in the vent tube. DO NOT OVERFILL.

TIRE CARE

Keep your tires inflated to the recommended pressures. Over-inflation can adversely affect riding comfort, quietness and tire life while under-inflation affects vehicle handling and tire life.

Vehicle Loading and Tire Selection

Full load capacity of the vehicle is:		
All Models except Station Wagons	1100 lbs. Total:	3 Passengers in Front Seat 3 Passengers in Rear Seat 200 lbs. Luggage
2 Seat Station Wagons	1200 lbs. Total:	3 Passengers in Front Seat 3 Passengers in Rear Seat 300 lbs. Luggage
3 Seat Station Wagons	1200 lbs. Total:	3 Passengers in Front Seat 3 Passengers in Second Seat 2 Passengers in Third Seat or 300 lbs. Luggage

Manufacturer's original equipment 4-ply rating tires are designed and thoroughly tested to meet all normal requirements of your vehicle as outlined above.

Recommended Tire Inflation Pressures	Tire Ply Rating	Average Owner Service Up to 5-Passenger Load (Normal Inflation)				Continuous Service with Over 5-Passenger Load Up to Full Load Capacity (Maximum Inflation)			
		Cold*		Hot**		Cold*		Hot**	
		Front	Rear	Front	Rear	Front	Rear	Front	Rear
All Models Except Station Wagons	4	24	24	29	29	@24	30	@29	35
	8	24	24	29	29	@24	40	@29	45
Station Wagons	4	24	28	29	33	@24	30	@29	35
	8	24	28	29	33	@24	40	@29	45

*After car has been parked for 3 hours or more, or driven less than one mile.

**Pressures can rise as much as 7 pounds above cold figures depending on loads carried, length of driving, and car speed prior to checks.

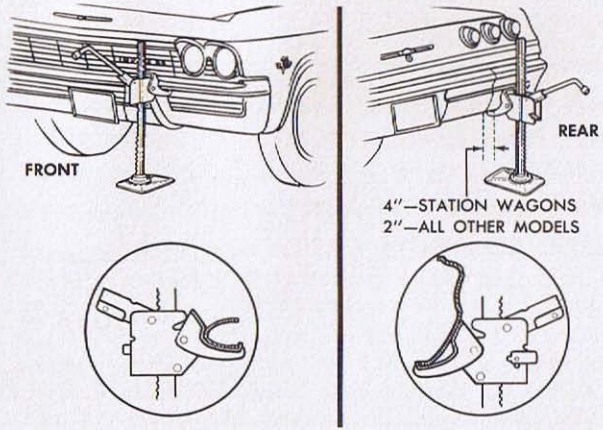
@Front tire loads do not increase appreciably with passenger or cargo loading, therefore, the above is recommended for best steering characteristics.

For continuous full load service or heavy duty operation, eight ply rated or oversized tire options are recommended at the above recommended tire pressures. Their use is particularly applicable to Station Wagons.

Changing Tires

Position jack under bumper as shown. Set parking brake, block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Set small lever on jack to UP position, and using the wheel nut wrench as the jack handle, raise car until the tire clears the ground. Remove the wheel and put on the spare, tightening the wheel nuts. Move the jack control lever to DOWN position and lower car one notch at a time until wheel touches ground. Retighten wheel nuts and replace hub caps.

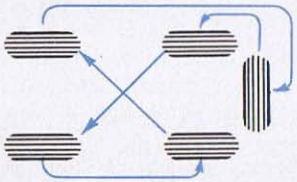
CAUTION: Never run the engine with car on jack, especially if the car is equipped with a Positraction rear axle.



For Maximum Tire Life

- Keep tires properly inflated.
- Check regularly for cuts, bruises and puncturing objects. Nails etc. will often be carried in the tire with no noticeable loss of air. Do not remove a puncturing object until prepared to change or repair the tire.
- Avoid sudden starts and stops; take curves and corners slowly.
- Avoid driving over curbs, sharp objects or chuckholes.
- Have wheel alignment checked periodically, especially when tires show unusual wear.
- Rotate tires every 6000 miles as shown in diagram.

SWITCHING TIRES



RECOMMENDED SCHEDULE FOR PERIODIC

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your Chevrolet. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your car, consult your Authorized Chevrolet Dealer.

ENGINE OIL*

Engine oil should be changed at 60 day or 6,000 mile intervals, whichever occurs first.

NOTE: For Vehicles in heavy duty operation involving continuous start-stop or prolonged idling, engine oil should be changed after 2500-3000 miles of operation. The filter should be changed after 5000-6000 miles of operation.

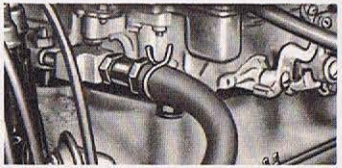
ENGINE OIL FILTER*

The oil filter should be changed at 6,000 miles or 6 month intervals, whichever occurs first. (See note above.)

CRANKCASE VENTILATION*

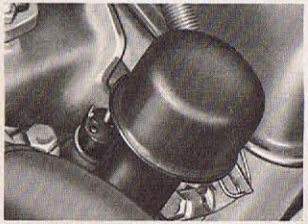
Valve Type—At every oil change the valve should be tested for proper function and replaced when necessary.

Orifice Type—Check at every oil change. Use suitable size drill (turned by hand) to to remove any sludge or carbon formation.



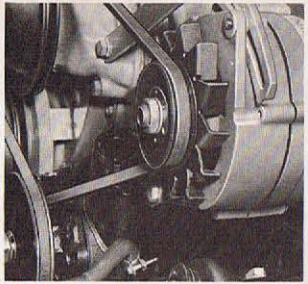
CRANKCASE BREATHER*

At every oil change the breather cap should be cleaned in solvent.



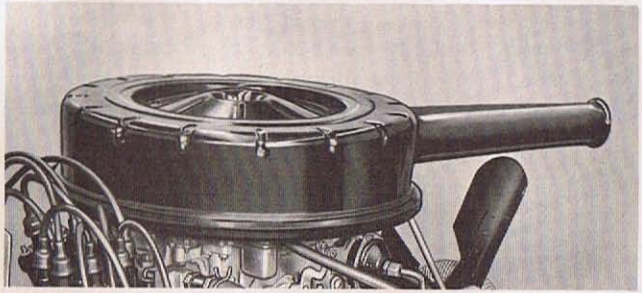
FAN BELT

Every 6,000 miles inspect fan belt for wear, fraying, cracking and tension. Belt should be retightened only when it deflects more than ½" with moderate thumb pressure applied midway between pulleys.



*Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.

AIR CLEANER CARE*



Paper Element Type – First 12,000 miles, inspect and test element; if satisfactory, element may be reused but must be rechecked every 6,000 miles thereafter. Element must not be washed, oiled, tapped or cleaned with an air hose.

Polyurethane Type–Every 12,000 miles clean element in suitable solvent such as Kerosene, squeeze out all solvent, then soak in engine oil and squeeze out. Then squeeze in a clean dry cloth to remove excess oil.

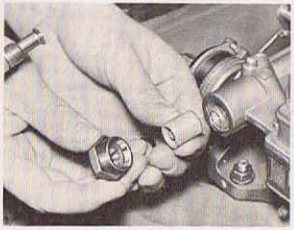
Flame Arrestor–Every 12,000 miles–Clean the arrestor (located in the base of the air cleaner) with kerosene or a suitable solvent. Dry with compressed air.

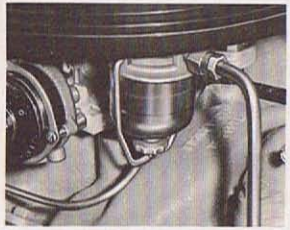
*Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.

FUEL FILTER

Replace filter element located in carburetor inlet if carburetor flooding occurs.

Every 12,000 miles–Replace filter element in bowl-type filter if engine is so equipped.





ENGINE TUNE-UP

Every 12,000 miles have engine tune-up operations performed to maintain maximum engine performance and fuel economy.

DISTRIBUTOR CAM LUBRICATOR

6 Cylinder Engine–Rotate cam lubricator 180° at 12,000 mile intervals–Replace at 24,000 mile intervals.

8 Cylinder Engine–Change cam lubricator end for end at 12,000 mile intervals–Replace at 24,000 mile intervals.

BATTERY

Every 6,000 miles—Clean terminals and oil felt washer.

BRAKES

Inspect brake linings periodically. Frequency of inspection will depend on traffic, terrain and the driving habits of the driver.

Master Cylinder

Every 6,000 miles—Check fluid level and maintain ¼" below filler opening with GM Hydraulic Brake Fluid, Supreme No. 11.

Parking Brake Pulley, Cables and Linkage

Every 6,000 Miles—Apply water resistant EP Chassis Lubricant to parking brake cable at cable guides and at all operating links and levers.

TRANSMISSION

3-Speed, Overdrive and 4-Speed

Every 6,000 miles—Check at operating temperature and fill as necessary to level of filler plug hole with SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec. MIL-L-2105-B.

Powerglide

Every 6,000 miles—Check fluid level on dipstick with engine idling, selector lever in neutral position, parking brake set and transmission at operating temperature. If fluid level is below full mark on dipstick, add small amount of Automatic Transmission Fluid Type "A" bearing the mark AQ-ATF followed by a number and the suffix letter "A". Recheck fluid level on dipstick and again add a small amount of fluid if needed to bring level to full mark. DO NOT OVERFILL.

Lubricate Powerglide shift linkage at frame and transmission with water resistant EP Chassis Lubricant.

Every 12,000 miles (more frequently*, depending on severity of service, if vehicle is used to pull trailers, carry full loads during high ambient temperatures, operate in mountainous terrain or operate under other severe conditions)—Remove fluid from the transmission sump and add two (2) quarts* of fresh fluid. Operate transmission through all ranges and check fluid level as described above.

REAR AXLE

Standard

Every 6,000 Miles—Check and keep filled to level of filler plug hole with SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant meeting requirements of U. S. Ordnance Spec. MIL-L-2105-B.

Positraction

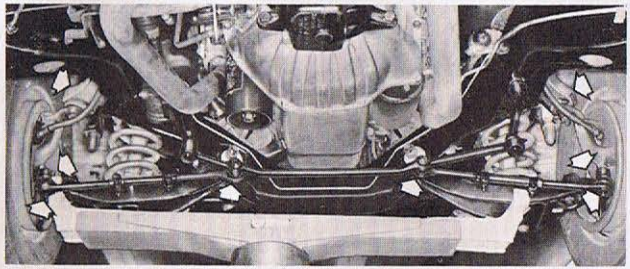
Same as standard axle but use only the special positraction lubricant available from your Chevrolet Dealer.

*Except if vehicle is equipped with transmission provided in heavy duty service options. If so equipped, drain converter and sump every 12,000 miles and add approximately nine (9) quarts of fresh fluid.

FRONT SUSPENSION

Every 6,000 miles or 6 months—lubricate 4 fittings with water resistant EP Chassis Lubricant.

Ball joints should not be lubricated unless their temperature is 10° F. or higher. During colder weather, they should be allowed to warm up as necessary before lubrication.



CLUTCH CROSS-SHAFT

Every 36,000 miles or sooner if necessary, remove the plug, install a lubrication fitting and lubricate with water resistant EP Chassis Lube.

STEERING LINKAGE

Every 6,000 miles or 6 months—lubricate fitting at each tie rod end (4 fittings) with water resistant EP Chassis Lubricant.

STEERING GEAR

Every 36,000 miles—check steering gear lubricant level in the following manner:

1. Remove the forward and the outboard steering gear cover attaching screws.
2. Inject water resistant EP Chassis Lubricant into the forward cover attaching screw hole until lubricant begins to come out of the outboard screw hole.
3. Replace both cover attaching screws.

POWER STEERING PUMP

Every 6,000 miles or 6 months—check level in pump reservoir. Fill pump reservoir as required with G.M. Power Steering Fluid or, if this is not available, Automatic Transmission fluid "Type A" with AQ-ATF-A mark. Oil should be at operating temperature and wheels in straight ahead position when checking or filling operation is performed to ensure against overfilling.

FRONT WHEEL BEARINGS

Clean, repack with a high melting point wheel bearing lubricant and adjust whenever the brake drums are removed.

AIR CONDITIONING

After the first 6000 miles—have your Chevrolet Dealer check the tightness of all hose clamp connections.

Every 6,000 miles—check sight glass under the hood after the system has been in operation several minutes. Sight glass should be clear but may, during milder weather, show traces of bubbles. Foam or dirt indicate a leak which should be corrected immediately by your Chevrolet Dealer.

Every week—during winter months—run the system for five minutes to insure proper lubrication of the seals and moving parts.

TRAILERS and their EFFECT on CAR OPERATION

Chevrolet passenger cars are designed primarily for passenger conveyance. However, it is well known that many owners do use their Chevrolet to pull trailers, and when available trailer hauling options have been used, the owners have experienced very satisfactory service.

When a trailer is attached to a car, the car becomes not only a load-carrying vehicle, but a load-pulling vehicle. The demands of this type of operation are very different from those for which the automobile is primarily designed and may present problems, such as spring and tire loading, braking, cooling, lighting, and steering. However, careful driving practices and the use of factory-recommended options will better satisfy the requirements of trailer hauling.

If in the opinion of the manufacturer a part or component of a motor vehicle has been adversely affected by misuse of the vehicle with trailer loads, such part or component will not be covered by the manufacturer's warranty.

The size of and equipment for trailers, including such items as hitches and safety chains, brakes, lights, power-weight ratios and over-all length, are generally subject to safety regulations in all states, and it is the responsibility of the user to make certain that he is in full compliance with the regulations of the states in which he plans to operate with a trailer and of the Interstate Commerce Commission, if applicable, before doing so. Further, when operating a car with a trailer attached, the driver must realize that the performance, steering characteristics, and braking distance of his car have been altered, and that he must exercise greater caution to safely handle his car and trailer.

MINOR TROUBLE SHOOTING GUIDE

If your car acts in the following manner: / Check here in sequence shown for possible causes.	FUEL SYSTEM AND ENGINE								ELECTRICAL SYSTEM									COOLING SYSTEM				
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Automatic Choke*	Oil Level and Pressure	Condition of Air Cleaner	Malfunctioning Ignition Switch	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Coil and Distributor Leads	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Radiator Water Level	Air Flow Through Radiator Restricted	Fan Belt Condition and Tension Adjustment	Cooling System Thermostat	Thorough Check and Tune-up Suggested*
On the following pages, see paragraph:	A	B	D	B-C-D	E	D E	L	E	F	F	K	G	G	J	H	I	G	M	N	O	P	
Information on page :	8						9,11,32	37		6-7		43					9	33			33	
CAR WILL NOT START:																						
Engine Will Turn Over	1	4		3							6			2		5						7
Engine Will Not Turn Over									2	1		3			4							5
CAR WILL START—BUT:																						
Only After Repeated Tries																						1
Stalls in a Few Seconds			2	1	3																	
Stalls When Hot					1	2		3														4
Idles Rough					1			2														3
Engine Overheats																		1	2	3	4	
"Oil" Indicator Light Comes On							1															
"Gen" Indicator Light Comes On												3	2				4			1		

*See Your Authorized Chevrolet Dealer

The chart on the previous page, and the information on the pages which follow, contains information designed to aid the average driver to discover, and possibly correct, conditions resulting in minor mechanical difficulties in his car. The chart, designed to point out possible solutions to several of the most common automotive malfunctions and point out a logical checking sequence, will lead step by step to the most likely causes and corrective procedures. If, after making the checks and adjustments suggested, the source of the trouble has not been found and corrected, it is strongly recommended that an Authorized Chevrolet Dealer inspect the vehicle and make whatever repairs or adjustments are necessary.

FUEL SYSTEM AND ENGINE

If the ignition switch will cause the engine to "turn over" or "crank" but the car will not start, check Steps A through D below.

NOTE: *If Continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.*

(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and most especially at a time when the engine will "turn over" but will not start.

Checking Fuel Flow

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the carburetor. Disconnect the fuel line at the carburetor and remove the center wire from the coil tower. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If fuel spurts from the fitting, you may assume that the FUEL LINES are clear and the FUEL PUMP is operating properly. If no fuel leaves the line, either the fuel lines or fuel pump are at fault. See your Authorized Chevrolet Dealer.

(C) Before reconnecting the fuel line to the carburetor, remove the FUEL FILTER from the carburetor inlet and check its condition. If it appears to be clean, replace it and reconnect the fuel line. If the filter appears to be plugged, clean it as well as possible by scraping out the foreign material and cleaning in a solvent. Then reinstall the filter. Replace the filter with a new one as soon as possible.

Fuel Filter

(D) If the fuel seems to be reaching the carburetor properly, the problem may be: an EMPTY CARBURETOR BOWL caused by a "stuck shut" carburetor; a FLOODED CARBURETOR caused by a "stuck open" condition and evidenced by gasoline flowing down the outside of the carburetor; or a stuck CHOKE valve. Remove the air cleaner from the carburetor. Check that the choke valve moves freely and is not stuck. (Don't mistake normal spring tension for a stuck valve.) Tap the side of the carburetor sharply several times with a light tool such as a screwdriver handle or pliers. Replace the air cleaner and attempt to start the engine in the normal manner.

(E) If the car will start but stalls when hot or has a rough idle, you can suspect a faulty IDLE ADJUSTMENT, a malfunctioning AUTOMATIC CHOKE or an extremely dirty and blocked AIR CLEANER ELEMENT. Clean (oil wetted or oil bath air cleaner) or replace (paper element air cleaner) your air cleaner element if necessary. Idle adjustment or automatic choke service (other than that outlined in paragraph D above) should be performed by your Chevrolet Dealer.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you turn to your Authorized Chevrolet Dealer for further checks, adjustments or repairs.

ELECTRICAL SYSTEM

If, when the ignition key is turned to "Start", the engine will not turn over, you have good reason to suspect electrical trouble.

NOTE: *Never remove Delcotron* ***bat*** *lead without first disconnecting battery ground cable.*

(F) When there is no response at all to attempts to start the car, check the obvious—your AUTOMATIC TRANSMISSION SELECTOR LEVER must be in Neutral or Park position before the engine can be started. Turning the IGNITION SWITCH rapidly back and forth several times will sometimes correct a poor internal switch contact.

(G) The BATTERY may be discharged. If so, lights will be dim and the horn will have a poor tone if it will blow at all.

Usually a garage recharge will be necessary to return the battery to operation. Occasionally, however, a push start and long drive will recharge the battery.

NOTE: *If the battery is determined to be dead, and for no apparent reason, have your Authorized Chevrolet Dealer check the battery, the GENERATOR and the VOLTAGE REGULATOR. GENERATOR trouble should already have been indicated by the generator indicator light on the instrument panel.*

POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting surfaces clean with a pen knife, and reassembling. If the cables are broken, they must be replaced. The power supply should now be restored unless the battery is dead.

(H) If, however, the lights and horn work properly but the starter will still not turn over, check the STARTER connections. A "click" from the starter solenoid indicates that the wiring to the starter is properly installed. If the wiring seems to be clean and tightly installed, the trouble is probably in the starter itself and should be referred to your Authorized Chevrolet Dealer.

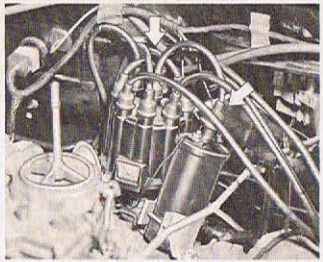
When the engine will "turn over" but will not start, the following items may be checked along with the Fuel System Checks listed previously.

(I) With a clean dry cloth wipe the ceramic portions of the spark plugs dry. In particularly damp or rainy weather dampness may be the cause of not starting, especially when the engine is cold.

(J) Check the cables at the top of the distributor and coil as well as each spark plug cable for tightness.

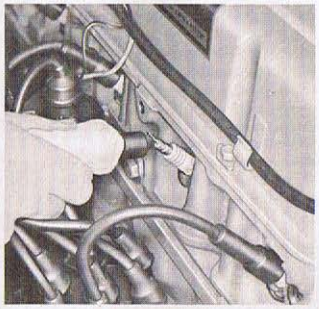
(K) If the car will still not start, check for spark at the spark plugs in the following manner:

Pull one of the spark plug wires off its spark plug. Insert a short piece of bare wire (such as



Distributor and Coil Cables (V-8 shown)

a bobby pin) between the rubber cup at the end of the spark plug wire and the tubular metal connector inside of it. **If the spark plug wire is wet or oily, wipe it dry. Wrap a dry handkerchief or facial tissue, folded several thicknesses, around the wire at least three inches back from the end and grasp the wire at this point.** Hold the bare wire about ¼ inch from the bare tip of the spark plug from which you removed the wire. When the engine is "turned over" a spark should jump across the ¼ inch space, indicating ample current supply. If no spark jumps, the difficulty is probably caused by a defective ignition part and should be corrected by your Authorized Chevrolet Dealer.



Checking Spark

COOLING SYSTEM

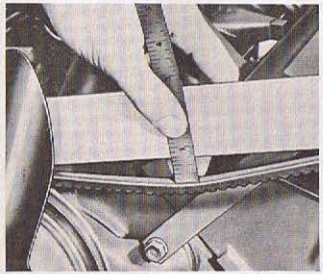
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(L) Engine overheating will occur when the OIL LEVEL falls dangerously low. Check the oil level as a matter of course.

(M) Low WATER LEVEL will, of course, cause engine overheating. Determine the cause of the low water level and have it corrected if necessary.

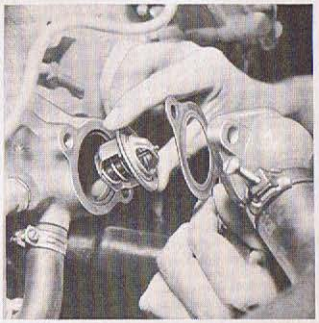
(N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.

(O) Condition of the FAN BELT is very important, not only for engine cooling but also for proper generator operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the generator bolts and move the generator toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the generator bolts, prying with a bar on the generator until the belt is tensioned properly, then retighten the generator bolts. Proper belt tension is such that, when pressed hard at a point midway between the generator and fan pulleys, the belt will deflect about ½ inch.



Fan Belt Tension

(P) Another cause of engine overheating may be an inoperative COOLING SYSTEM THERMOSTAT. If the thermostat should fail in the closed position, it will not permit water to circulate through the system. In such an emergency the thermostat may be removed but should be replaced with a properly functioning thermostat as soon as possible.



Thermostat Installation

Litho in U.S.A.

SPECIFICATIONS

SERIAL AND UNIT NUMBERS

Car—Stamped on vehicle identification number plate attached to left front body pillar.

Body—Stamped on plate attached to upper right corner of cowl panel.

Engine—Stamped on boss on block.

8-Cylinder—On right front side of block.

6-Cylinder—On right side of block to rear of distributor.

DIMENSIONS

Overall Length (Station Wagons)	213.3"
(All other models)	213.0"
Width	79.6"
Wheelbase	119.0"

CAPACITIES

Gasoline Tank	
Station Wagon	23.5 gal.
All other Models	20 gal.
Crankcase (Refill)	
230 L-6	4 qt.
283 and 327 V-8	4 qt.
409 V-8	4 qt.
When changing oil filter element, add additional	1 qt.

Cooling System

230 L-6	283 V-8	327 V-8 (250 hp)	327 V-8 (300 hp)	409 V-8
12 qt.*	17 qt.*	16 qt.*	18 qt.	22 qt.*

Thermostat	180°
Radiator Pressure Cap (with Air Cond.)	15 lb.
(all others)	13 lb.

*With Air Conditioning—add 2 qt.

BATTERY RATING

6 cyl. and 283 V-8 Engines—12 volt, 54 plate, 44 amp/hr rating or, with Air Conditioning, 53 amp/hr rating. All 327 Engines—12 volt, 66 plate, 61 amp/hr rating. 409 Engine—Mechanical Lifters—12 volt, 66 plate, 61 amp/hr rating—Hydraulic Lifters—12 volt, 66 plate, 70 amp/hr rating.

TIRE INFORMATION

Type	Tubeless
Size:	
Regular Production except Station Wagons and Convertible	7.35 x 14
Convertible	7.75 x 14
Station Wagons	8.25 x 14
All 327 engine equipped vehicles (except Station Wagons)	7.75 x 14
All 409 engine equipped vehicles	8.25 x 14

TURN SIGNAL FLASHER:

Type	Series
Capacity—Impala (except Sta. Wag.) and Super Sport	3-lamp (LL)
Bel Air, Biscayne and all Station Wagons	2-lamp (LL)

ENGINE SPECIFICATIONS

CARBURETOR / ENGINE DATA	6 Cyl. Engine	8 Cylinder Engine				
	230 Cu. In.	283 Cu. In.	327 Cu. In.		409 Cu. In.	
	1 Barrel	2 Barrel	4 Barrel		4 Barrel	4 Bbl. with Spec. Cam
Horse power	140 @ 4400	195 @ 4800	250 @ 4400	300 @ 5000	340 @ 5000	400 @ 5800
Torque	220 @ 1600	285 @ 2400	350 @ 2800	360 @ 3200	420 @ 3200	425 @ 3600
Comp. Ratio	8.5:1	9.25:1	10.5:1	10.5:1	10.0:1	11.0:1
Bore	3.875	3.875	4.00	4.00	4.313	4.313
Stroke	3.25	3.0	3.25	3.25	3.50	3.50
Firing Order	1-5-3-6-2-4	1-8-4-3-6-5-7-2				

SPARK PLUGS

The following 14mm plugs are provided for Chevrolet engines.

	Normal Service (Original Equipt.)	Hotter Plug (For City-Type Operation)	Colder Plug (For Continuous Heavy Duty Oper.)
230 L-6 Engine	AC-46N	—	AC-44N
283 V-8 Engine	AC-45	AC-46	AC-44
327 V-8 Engines	AC-44	AC-45 or 46	AC-43
409 V-8 Engines	AC-43N	AC-44N	AC-C42N

FUSES AND CIRCUIT BREAKER:

A Circuit Breaker in the light control switch protects the headlamp and parking lamp circuits, thus eliminating one fuse. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash are:

Instrument and Clock Lights	3AG/AGC-	3 amp.
Tail, Stop, Courtesy, Glove Box, License Plate, Dome Lights and Clock	3AG/AGC-	15 amp.
Radio (AM or AM-FM, Manual and Push Button)	3AG/AGC-	2½ amp.
(AM-FM Stereo)	3AG/AGC-	7½ amp.
Heater	3AG/AGC-	10 amp.
Backup Light, Parking Light and Brake Signal Light	3AG/AGC-	10 amp.
Spotlight	3AG/AGC-	15 amp.
Four Season Air Conditioning		SAE-30 amp.
Custom Air Conditioning		SAE-20 amp.

Overdrive Fuse, 3AG/AGC- 15 amp., is located in wiring harness on engine side of the dash panel just forward of the instrument panel.

An Air Conditioning high blower speed fuse, SAE-30 amp. is located in wire running from starter solenoid to Air Conditioning wiring harness.

BULB SPECIFICATIONS

	Candle-power	Number
Headlamp Unit		
Outer—High Beam	37½W	4002
Low Beam	55W	(Sealed Beam)
Inner—High Beam	37½W	4001 (Sealed Beam)
Parking Lamp and Front Directional Signal; Tail and Stop Lamps and Rear Directional Signal	4-32	1157
Tail Lamp (Bel Air); License Plate Lamp	4	67
Back-up Lamp	32	1156
Instrument Lamps; Clock Lamp; Glove Compartment Lamps; Temperature Indicator Lamp; Oil Pressure Indicator Lamp; Generator Indicator Lamp; Hi-Beam Indicator Lamp; Automatic Transmission Quadrant Lamp	2	1895
Directional Signal Indicator Lamp; Ignition Lock Lamp	1	1445
Heater Control Panel Lamp	2	1895
Dome Lamp	15	1004
Side Rail Lamp (Sport Coupe and Sport Sedan)	6	90
Courtesy Lamp (Convertible) and Rear Quarter Lamp (3-Seat Station Wagon)	6	631
Radio Dial Lamp	2	1893
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